



Aviation Investigation Final Report

Location:	SONORA, Texas	Accident Number:	FTW85LA284
Date & Time:	July 11, 1985, 11:00 Local	Registration:	N4520B
Aircraft:	Grumman AA5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE LANDING AT AN UNFAMILIAR STRIP, THE PLT OBSERVED A ROUGH SURFACE AT THE APCH END, AND LANDED ONE HALFWAY DOWN THE DOWN-SLOPING 2300 FT RWY. HE TRIED TO GO AROUND, BUT COULD NOT ACCELERATE ENOUGH, AND THE ACFT ROLLED THRU 2 FENCES, TREES, THEN STOPPED AGAINST ANOTHER FENCE. THE DENSITY ALT WAS 5400 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
6. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
7. (F) AIRCRAFT PERFORMANCE,LANDING CAPABILITY - DETERIORATED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

- 8. OBJECT - FENCE
- 9. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 20, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	351 hours (Total, all aircraft), 322 hours (Total, this make and model), 330 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman	Registration:	N4520B
Model/Series:	AA5B AA5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	AA5B1060
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 21, 1984 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1340 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4K
Registered Owner:	MIKE SHELTON	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SJT	Distance from Accident Site:	
Observation Time:	10:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ODESSA , TX (E02)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:01 Local	Type of Airspace:	Class G

Airport Information

Airport:	TEXAS A&M EXP. RESEARCH 86R	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	2277 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2065 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.570951,-100.639015(est)

Administrative Information

Investigator In Charge (IIC):	Daugherty, J
Additional Participating Persons:	OWEN RUSSELL; SAN ANTONIO , TX
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=21797

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).